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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 304

日八十月二年二十二緒光

TUESDAY, MARCH 31, 1896.

二拜禮

號一廿月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.
ON NEW FIXED DEPOSITS—
For 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
DEPOSITS RENEWED ON OLD TERMS.
J. W. RAY, TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895.

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £500,000
RESERVE FUND £200,000
RESERVE FUND £235,000
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,750,000
RESERVE FUND OF PROFITS £10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq., Chairman.
St. C. MICHAELSON, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.,
G. B. Dodwell, Esq.,
M. D. Ezekiel, Esq.,
R. M. Gray, Esq.,
D. R. Sassoon, Esq.,
R. Shaw, Esq.,
N. A. Siebs, Esq.,
T. JACKSON, Esq.,
Chief Manager.
Shanghai—J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST ON deposits is allowed at 3½ per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on a FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895.

**THE NATIONAL BANK OF CHINA,
LIMITED.**
Authorized Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq.,
H. Stollert, Esq.,
Chan Kit Shun, Esq.,
Chow Tung Shing, Esq.,
Kwan Hoi Chuen, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895.

Intimations.
CHINESE IMPERIAL GOVERNMENT
7 PER CENT. SILVER
LOAN OF 1895, E.
19th-HALF YEARLY DRAWING.
INTEREST DUE AND DRAWN BONDS OF
this LOAN will be PAYABLE at the
OFFICES of the CORPORATION on and after the
31st March, 1896.
Lists of Drawn Bonds can be obtained on
application to the Undersecretary.
For the HONGKONG AND SHANGHAI BANKING
CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 30th March, 1896.

**THE RAUB AUSTRALIAN GOLD
MINING COMPANY, LIMITED.**
A DIVIDEND OF SIX PENCE per Share
has been Declared, PAYABLE on the
18th May, 1896, in BRISBANE, in respect of
Shares on the Brisbane Register and in
Singapore in respect of Shares on the Singapore
Register.
Notice is hereby given that the Singapore
Branch Register will be CLOSED from 8th to
18th May, 1896, inclusive.
By Order of the Directors,
G. A. DERRICK,
Local Secretary.
Singapore, 21st March, 1896.

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are
requested to send in a STATEMENT of
BUSINESS CONTRIBUTED during the Half Year
ended 31st December, 1895, on or before the
31st instant, on which date the ACCOUNTS
will be CLOSED.
By Order of the Board of Directors,
R. COOKE,
Acting General Manager.
Hongkong, 2nd March, 1896.

Intimations.

**BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.**
HONGKONG HOTEL—PRAYA.
Sole Eastern Agents for

SPRINTOR GRIP ARMOURD HOSE.
SNOWDON, SONS & Co. "SNOW."
DRIFT" MANUFACTURER.
THE NEW WIRE WOVE ROOFING CO.
THE ALUMINIUM AND GENERAL
FOUNDRY CO.
BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and
Triple Expansion Engines.
COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of jointings kept in stock.
SPECIALLY MADE CLOTH FOR FILTERS.
ENGINE and CYLINDER OILS.
W. JACKSON, Manager.
Hongkong, 27th February, 1896.

NOTICE.
We have REMOVED to the more Commo-
dious Premises No. 12, QUEEN'S ROAD
CENTRAL.
YUEN WO.
TELEPHONE, No. 135.

GADE PRICE & CO.,
WINE AND SPIRIT MERCHANTS.
Hongkong, 30th March, 1896.

**OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.
THAT IS WHY WE ARE INTRODUCING
BRAUN'S "EXPORT" BEER**

PRICE:—
\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.
Cash on Delivery.
THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
Head Office—9, D'Aguilar Street, Hongkong.
For price and terms, apply to
THE MANAGER.
Hongkong, 22nd January, 1896.

EXPLOSION IMPOSSIBLE.
**JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES**
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working-Stationary Engine and a Launch with a 4 H.P.
Engines will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.
G. H. MUMM & CO'S CHAMPAGNE.
In cases of 2 doz. pints \$35 per case.
do 1 doz. quarts \$33 " "
SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895.

SHERRIES.
OLOROSO, red seal (fine nutty golden) \$18.00 PER DOZEN.
AMONTILLADO, white seal (choicest dry) \$20.00
SOLERA, yellow seal (fruity golden) \$20.00
SOLERA, black seal (a very dark fruity wine, vin. 1890) \$25.00
AMOROSO, green seal (rich golden) \$30.00
The above stand in the first rank of after dinner SHERRIES and have
been specially selected by our London house at very low prices for wines
of such quality.
CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
Hongkong, 28th March, 1896.

LANE, CRAWFORD & CO.
GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.
SIR CHAS. PRICE & Co's ENGINE and CYLINDER OILS.
ENGLBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.
TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.
ROPE, CANVAS, &c.
HUBBUCK'S PAINTS and VARNISHES.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSION and ANTI-FOULING, &c.
STEEL VESSELS.
SOAPSTONE ENAMEL COMPOSITIONS for Hoops, Bunnies and TOP-RIDES.
FRESH WATER SUPPLIED.
LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896.

Intimations.

**PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

FOR STEAMERS CAPTAINS TO SAIL REMARKS
STRAITS AND BOMBAY—
S. Barcham Noon, 4th April Freight or Passage.
(Calling at Colombo if sufficient inducement offers).
SHANGHAI—
J. F. Jephson About 5th April Freight or Passage.
LONDON—
E. P. Bishop 5 P.M., 7th April Freight or Passage.
LONDON, &c.—
C. L. Daniel Noon, 9th April See Special Advertisement.
JAPAN, &c.—
W. D. Mudge Noon, 10th April Freight or Passage.
(Passing through the Island Sea.)
LONDON—
J. Cowie, R.N.R. About 18th April Freight or Passage.
For Further Particulars, apply to
ALF. WOOLLEY, Acting Superintendent.
Hongkong, 31st March, 1896.

**MOUNT AUSTIN
HOTEL.**
1400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "MOUNTAUSTIN," HONGKONG. TELEPHONE, No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895.

KELLY & WALSH, LD.
CIGARETTES. TOBACCOES.
SWEET CAPORAL. WILLI'S BRISTOL BIRD'S EYE.
BIRD'S EYE. THREE CASTLES.
THREE CASTLES. CAPTAIN NAVY CUT.
HONGKONG, 28th March, 1896. COPE'S BIRD'S EYE.

MEALS
MONTHLY RATES FOR AT H.K. HOTEL.
BREAKFAST \$1.00
TIFFIN \$1.00
DINNER \$1.00
ALL 3 MEALS \$2.50

THE HONGKONG BUTCHERY.
Nos. 11, 12 and 13 Central Market.
TRY OUR
VEAL SAUSAGES 25 Cents per lb.
BOLOGNA SAUSAGES 50 Cents per lb.
SHIPMENT AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.
J. TATAM,
Proprietor.
Hongkong, 11th February, 1895.

THE CLUB HOTEL.
5, BUND, YOKOHAMA.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English maître in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

HOTEL METROPOLE.
1, TSUKIJI, TOKYO.
TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board ship.
We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.
Call "W."
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
15, PRINCE STREET.
Hongkong, 2nd October, 1895.

MEE CHEUNG.
PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, 11
ICE-HOUSE ROAD.
It is now in a position, in his New and Com-
plete Studio, to receive, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
J. W. KEW & Co.,
15, PRINCE STREET.
Hongkong, 2nd September, 1895.

Insurances.

**THE MANCHESTER FIRE ASSURANCE
COMPANY.**
ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,055
NET ANNUAL FIRE PREMIUMS £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896.

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**
THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1895.

NOTICE.
**THE MAN ON INSURANCE COMPANY,
LIMITED.**
CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1895.

GENERAL NOTICE.
**THE ON TAI INSURANCE COMPANY,
(LIMITED).**
CAPITAL, TAELS 600,000 \$33,333.33
EQUAL TO \$33,333.33
RESERVE FUND \$38,000.00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUE MOON, Esq.,
LOU TAO SHUN, Esq.,
MANAGER—HO AMEI.

**MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.**
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895.

Intimations.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875
the Undermentioned BANKS will be
CLOSED for the Transaction of Public Business
on FRIDAY, the 3rd April (GOOD FRIDAY) and
on MONDAY, the 6th April (EASTER MONDAY).
For the CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.
For the HONGKONG AND SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.
For the MERCANTILE BANK OF INDIA,
LIMITED,
J. W. R. TAYLOR,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. SIMON,
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.
Hongkong, 30th March, 1896.

Insurance Holidays.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the
Transaction of Public Business on FRIDAY,
the 3rd April (GOOD FRIDAY) and on MONDAY,
the 6th April (EASTER MONDAY).
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Manager,
HONGKONG FIRE INSURANCE CO., LD.
N. J. EDE,
Secretary,
UNION INSURANCE SOCIETY OF
CANTON, LD.
L. KENNARD DAVIS,
Acting Agent,
NORTH-CHINA INSURANCE CO., LD.
W. H. RAY,
Secretary,
CHINA TRADERS' INSURANCE CO., LD.
SHEWAN & CO.,
Agents,
YAMATSEI INSURANCE ASSOCIATION, LD.
GEORGE L. TOMLIN,
Acting Secretary,
CHINA FIRE INSURANCE CO., LD.
WM. MACLEAN,
Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 30th March, 1896.

Just Landed.

FRENCH CONFECTIONERY.
Comprising—
Crystallized Fruits, Baked Almonds,
Caramels, Almonds Fills,
Apricotines, Marzipan Almonds,
&c., &c.
CANDY'S CHOCOLATE CREAMS—
Vanilla Creams, Honey Creams, Caramels,
Nougat Flakche, Pineapple Chocolate,
Chocolate Walnut,
Pink Bags, Pink Boxes and Fancy Boxes,
&c., &c.
"TANBAN," the New Japanese Table-Water
which contains 5 per cent. more iron carbonate
than that from any other Chalybeate Spring.
FLETCHER & Co.,
25, QUEEN'S ROAD CENTRAL.
Hongkong, 16th October, 1895.

GREAT FIRE IN BANGKOK.

THE BORNCO CO'S RICE MILL CUTTED.

BANGKOK, March 25th.

Early this morning a fire broke out on the premises of the Bornco Company's Rice Mill, at Bangkok, and before aid could arrive to cope with the flames the Rice Mill and extensive rice godowns adjoining were well alight and defied all efforts to get the fire under. The Rice Mill and godowns were eventually burned to the ground.

At 2.30 the Police arrived on the scene of the conflagration, and Prince Narit drove down soon afterwards. A detachment from the Navy, under command of Commodore de Richelieu, came up soon after, and the force made a gallant attempt to fight the fire. It had, however, got too far a hold on the building, and all efforts were useless. Some portion of the paddy godowns were saved, and it is generally considered very fortunate that the fire was kept off the saw mill.

Mr. Black, the Engineer of the mill, and the entire staff of the Bornco Company were indefatigable in their efforts to save the property. The loss is roughly estimated at \$100,000, which is covered by insurance in the offices for which the Bornco Company are agents.

The origin of the fire is said to be due to the upsetting of a kerosene oil lamp.

The mill was a comparatively new one, having been erected only about nine years ago. Additions had been made to it from time to time, and this rice mill was probably one of the finest in Bangkok.

It may, however, be mentioned that owing to the indifferent rice season the loss of the mill will not probably greatly inconvenience the Bornco Company.—*Star Free Press.*

THE TRADE OF CHINA IN 1895.

The following interesting report on the trade of China in 1895 was received to-day from the office of the Imperial Maritime Customs at this port:—

GENERAL.

Happily, neither the war with Japan, which was declared last August, 1894, and terminated on the signing of the treaty of Shimonoseki on the 17th April last, nor the riots and disturbances in certain provinces seriously affected or interfered with trade, which was remarkably active and prosperous throughout the year. The right to import machinery, conceded by the new treaty, gave an extraordinary impetus to industries, especially cotton spinning and weaving, in which enterprise Chinese and foreigners have now invested much capital. Cheap labour and raw material are abundant, and with the continuance of the advantage which the East enjoys by the fall in the gold price of silver there is every prospect of China becoming a most important manufacturing country, which will lead to a keen and formidable competition in textiles between the East and West. Of money there was a plethora; interest on advances was reduced to 5 per cent and on deposits to 4 per cent per annum. Stealing exchange fluctuated over 11 per cent, and ranged from 25.5d. to 31.0d. per Shanghai tael for demand drafts. The occupation of the port of Newchwang by the Japanese in March led to a brief suspension of trade with that mart; it was, however, resumed in summer, but the demand for imports was reduced, while for the staple export of Manchuria, beans and beancake, intended for shipment abroad, there was such a deficiency that the tonnage employed in the transport of this freight fell off by 37 per cent, as compared with the figures of 1894. However, notwithstanding the disquieting effect of war, the loss of revenue sustained, and the dislocation of the Liaoning traffic, the returns, both fiscal and statistical, of the foreign trade of China exhibit very satisfactory results.

ADVANCE.

Compared with the collection of 1894, the gross receipts for the year, Hk. Tls. 21,355,000 show a decrease of Hk. Tls. 1,135,000. This deficit is fully accounted for by the fact that the Newchwang Custom House, whose annual revenue averages half a million taels, yielded nothing during the Japanese occupation of that port, and on the cessation of Formosa to Japan in June the two Customs offices in that island ceased to function. The slight decrease under the heading of import duties and more marked decline against coast trade duties (excluding native opium) are the result of the cessation of revenue at the occupied and ceded ports. Assessing the loss in export duties at Hk. Tls. 680,000, owing to the absence of receipts at Newchwang throughout the year and from Formosa subsequent to its cession, the sum derived from exports, Hk. Tls. 8,775,000 (excluding native opium), must be regarded as singularly encouraging, as it exceeds the collection of any former year and indicates a marvellous expansion in the foreign and domestic trade of the Empire. The lions contributing to the increase in the foreign trade are silk, cotton, tea, and opium. At such enhanced rates, raw silks, raw cotton, and opium, at ordinary rates, are little sought after for apparel, and tin and grain to the domestic trade. The duty paid on opium, Hk. Tls. 2,350,000, is about the same as during the previous year, but if Hk. Tls. 711,900 (as against Hk. Tls. 365,000 in 1894), derived from native opium, are subtracted from this total, it will be seen that there is a decrease of Hk. Tls. 354,000 in the amount yielded by Indian opium, while under the heading of opium Hk. Tls. the deficit amounts to Hk. Tls. 546,000 as compared with the figures of 1894. The cessation of shipments to Newchwang—never very large—coupled with the fact that since June no consignments were taken of the consumption in Formosa, which would have absorbed over 2,000 piculs, accounts to a certain extent for this diminution in the returns; but there can be no doubt that native opium has supplanted the foreign article, as shown by the decreased importations at all the ports. Transit duties paid on imports and products from the interior exhibit a gain of Hk. Tls. 97,000 compared with the receipts in 1894 to this excess foreign imports contributed Hk. Tls. 61,400 and Chinese produce intended for shipment abroad Hk. Tls. 35,600. The figures for tonnage dues are about the same as in 1894.

FOREIGN TRADE.

Taking into consideration the gloomy outlook and adverse influences prevailing during the early part of the year the statistics of the foreign trade of China show admirable results. More merchandise entered and left the ports than in the preceding year, showing an aggregate increase in the value of imports and exports of 24 millions, and although, as explained below, a large share of this gain is merely statistical, there has been a genuine improvement and expansion in trade with both Western and Asiatic countries. Steadier exchange favoured business with gold-standard countries, while a large demand for coal, glass, matches, wax, and refined sugar, added to the scarcity of rice in Kwangtung and Fuhkien, made good by imported grain, swelled the value of trade with countries adjacent to China. Since the East has now entered into competition with the West in supplying China with textiles, additional entries have been made in the list of imports under the heading of cotton goods to enable future comparison of the share taken by Oriental made cottons in the piece goods trade with China.

acquisition of Chinese territory by Japan, quite seven million taels, representing the value of coastwise traffic formerly credited to domestic trade, have been transferred to the foreign division. The marked falling off which characterized the opium trade of 1894 has not been arrested, but on the contrary shows a still more conspicuous decline, and apparently from the same cause given in last report in explanation of this retrograde movement, namely, restricted production in India greatly enhancing prices, and thus curtailing demand at all the ports, combined with the improved quality and cheapness of the native drug. Of Malwa, Patna, Benares, and Persian opium only 51,306 piculs were landed, being 11,319 piculs less than in the previous year. By a singular coincidence, this deficit corresponds closely with the total shipment—11,779 piculs—of native opium from Chungking in the province of Szechuen, for distribution amongst the ports, though this quantity is only a moiety of what leaves that westernmost port by other routes and conveyance. From Mengtsi, in Yunnan, 603 piculs were exported to Tonkin, and small shipments of Szechuen drug have been made to the Straits. A decade ago the amount of Indian opium landed at Hongkong for consumption in China reached 616,400 piculs, and in 1895, 67,800 piculs passed through the Customs House, whereas 1,306 piculs satisfied the requirements of consumers during the year under notice. There is a large increase in the importation of morphia, which indicates a greater use of so-called anti-opium pills and that indulgence in morphiaism is spreading. To Western manufacturers of textiles the year's statistics will prove encouraging, for despite the appreciation in the silver cost of goods, the demand for staple cottons has increased, particularly in the case of grey shirtings (which advanced by 548,000 piculs), T-cloths, and English sheetings. But to determine whether the trade has really developed concurrently with enhanced prices, the enormous consumption of yarn, and the opening of new markets, it is necessary to compare the total of principal cloths during the first and second half of the decade, and the result shows that in the aggregate there has been a significant decline in the importation of the cottons specified hereunder:—

	1886-90.	1891-95.
Shirtings, Grey	29,835,000	26,973,000
White	11,910,000	11,213,000
T-cloths	10,855,000	8,779,000
Drills, English	1,749,000	1,117,000
American	2,602,000	3,156,000
Sheetings, English	3,093,000	3,440,000
American	6,359,000	6,476,000
Total	60,613,000	62,884,000

The increased cost of cotton goods is every prospect of China becoming a most important manufacturing country, which will lead to a keen and formidable competition in textiles between the East and West. Of money there was a plethora; interest on advances was reduced to 5 per cent and on deposits to 4 per cent per annum. Stealing exchange fluctuated over 11 per cent, and ranged from 25.5d. to 31.0d. per Shanghai tael for demand drafts. The occupation of the port of Newchwang by the Japanese in March led to a brief suspension of trade with that mart; it was, however, resumed in summer, but the demand for imports was reduced, while for the staple export of Manchuria, beans and beancake, intended for shipment abroad, there was such a deficiency that the tonnage employed in the transport of this freight fell off by 37 per cent, as compared with the figures of 1894. However, notwithstanding the disquieting effect of war, the loss of revenue sustained, and the dislocation of the Liaoning traffic, the returns, both fiscal and statistical, of the foreign trade of China exhibit very satisfactory results.

Taking into consideration the gloomy outlook and adverse influences prevailing during the early part of the year the statistics of the foreign trade of China show admirable results. More merchandise entered and left the ports than in the preceding year, showing an aggregate increase in the value of imports and exports of 24 millions, and although, as explained below, a large share of this gain is merely statistical, there has been a genuine improvement and expansion in trade with both Western and Asiatic countries. Steadier exchange favoured business with gold-standard countries, while a large demand for coal, glass, matches, wax, and refined sugar, added to the scarcity of rice in Kwangtung and Fuhkien, made good by imported grain, swelled the value of trade with countries adjacent to China. Since the East has now entered into competition with the West in supplying China with textiles, additional entries have been made in the list of imports under the heading of cotton goods to enable future comparison of the share taken by Oriental made cottons in the piece goods trade with China.

South China. As compared with the figures of 1895, double the quantity of machinery arrived in China. For European and Japanese matches there is a constantly growing demand; 8,116,000 gross of which 7,365,000 gross were Japanese constituted the year's supply, a decrease of 2,116,000 gross. The importation was under two millions gross. Strange to say, flint stones have not disappeared from the list. In kerosene oil there is a diminution of over 18 million gallons, the decrease being in American oil, owing to excessive stocks at the end of 1894 and a temporary insufficient supply in America, which brought about a suspension of shipments to the East and caused a considerable advance in price. The demand for Russian oil accordingly increased, while that from Sumatra was quenched during the year. The explanation as regards the statistical increase in the aggregate value of imports applies to the gain noticeable in the case of unenumerated sundries.

(b) Exports.—It should be borne in mind that of the 15 million taels increase in the value of the year's export trade fully six million taels are due to the altered fiscal and statistical treatment of the coast traffic, necessitated by the events of the war, as explained in the introductory remarks in connection with the import trade. There is, however, an actual gain of nine million taels, owing to the better demand, induced by low exchange, for nearly all kinds of Chinese produce, but particularly silk and its products, tea, cotton, firecrackers, skins, matting, etc., and other commodities taken by gold-standard countries. Sericulture is now the leading industry in China since tea has gradually been reduced to a subordinate position. The total shipments of white, yellow, and wild silks, which reached their maximum, increased commercially as "China Filatures" reached the high figure of 110,630 piculs, or a gain of 11,000 piculs as compared with the export of 1894. This excess is the result of improved demand for yellow silk and "filatures" which variety is now classed separately in the returns, in order to have data whereby to observe the development of this rapidly expanding industry established at Canton and Shanghai, from which ports the entire quantity of "filatures" was shipped, Canton sending 20,719 piculs, and Shanghai 6,376 piculs, the latter quantity being the output of the new steam and power filatures. Orders for cocoons, mainly from France, Italy, the United States, and Japan, exceeded all previous demands; and of silk piece goods, other than pongees, the markets abroad took no less than 25,500 piculs, or 4,400 piculs, estimated at Hk. Tls. 2,550,000, more than in 1894. The fact that in 1895 the export of silk and satin goods, including pongees, only attained 10,280 piculs, against the present 23,120 piculs, affords a better idea of the increase in the consumption of these rich and elegant fabrics since they have been cheapened by low exchange. In connection with the silk industry it is worthy of note that the steps initiated by the Inspector-General to implant in China the Pasteur system of detecting and eradicating disease in silkworms have succeeded in the Kwangtung province, to which subject allusion is made in the Canton report. In the export of tea of all kinds the gain is insignificant, being only 3,300 piculs. From Russia there was a strong demand, and the purchases of black tea at exceptionally high prices, both for the Chinese market and for transshipment to the United States, were the largest on record, the total aggregating 384,300 piculs, as against 327,000 piculs in 1894; yet the considerable increase from this source was insufficient to make good the falling off of over 150,000 piculs in the export of black tea to Great Britain and the United States, which have become larger consumers of China tea than the United Kingdom. Compared with the total in 1894, the export of black tea shows a diminution of 23,000 piculs; green tea, an advance of 10,700 piculs; due to larger shipments to England and America; black tea and its congeners, tablet tea, an increase of 85,800 piculs and 2,800 piculs respectively, the demand for these varieties continuing to expand and the shipments being unprecedentedly large. A similarly conspicuous expansion has taken place during the last five years in the export of black tea for Russia—Odessa and Siberia—the figures for the year reaching 374,300 piculs, against 287,000 piculs in 1894. During the same period the export of black tea to the United Kingdom fell from 400,300 piculs in 1891 to 250,400 piculs, being a decrease of 149,900 piculs. In 1895 the direct shipments to Great Britain aggregated one million piculs. Although the price of raw cotton rose, the export was nearly 150,000 piculs greater than that in 1894 and totalled 806,000 piculs. Japan took 744,000 piculs, against half a million in the previous year; whereas shipments to the United States declined from 104,000 piculs in 1894 to 20,000 piculs in 1895, a less favourable exchange affecting the laying-down cost in the West. Perhaps no trade has shown such unparalleled rapid developments, as that in skins for clothing and rugs, consisting principally of the tanned and untanned pelts of dogs, goats, sheep, and lambs, the value of the shipments during the year increasing over 100 per cent. This extraordinary advance, fostered by the depreciated price of the raw, will be more clearly exhibited by a comparison of the exports for the past five years—1891, Hk. Tls. 88,000; 1892, Hk. Tls. 1,115,000; 1893, Hk. Tls. 2,400,000; 1894, Hk. Tls. 1,681,000; 1895, Hk. Tls. 2,619,000. A no less remarkable expansion is observable in the demand for nankeens, which are required by Chinese labourers abroad, who now find it as cheap to buy this more durable homegrown cloth as the flimsy European fabrics so enhanced in price by the appreciation of gold. This appreciation accounts for the large shipments of nankeens to the United States, certain accounts placing the total at 600,000 piculs, valued at Hk. Tls. 1,343,000 as compared with less than half that quantity in previous years. It is alleged, and with much reason, that the high price of imported cottons has stimulated the manual weaving industry throughout China, where looms have increased in number and with them the consumption of Indian yarn. Akin to the textile industry is the weaving of matting, of which material the unsurpassed quantity of 487,400 rolls was exported from South China, chiefly to the United States. Certain staples, such as straw braid, sugar, hair, and hides, exhibit a slight falling off, as compared with the figures of the previous year; but this is fully balanced by the shipment of several new products which so-called cheap silver makes it profitable to send to the West. Amongst these additional exports are bristles, sesame seed, tallow (both animal and vegetable) and white wax, in which commodities considerable capital is invested. From the Yunnan mines to the value of Hk. Tls. 872,800, representing 40,800 piculs, was exported to Hongkong through the Mengtsi Customs.

(c) Re-exports.—The large increase in the value of re-exports to foreign countries is mainly due to the altered revenue treatment of the trade with Formosa, which is regarded as foreign traffic since the cession of that island to Japan; hence the conspicuous increment credited to that country. Formosa tea re-exported from Amoy to the United States accounts for the enormous advance in re-shipments to America.

In connection with the foreign trade, the total arrivals at ports of entry were 4,401 vessels, aggregating 4,092,334 tons, against 4,016 vessels

of 3,804,688 tons, in 1894; with the coast or home trade, 14,018 vessels, of 10,560,866 tons, as compared with 14,770 entries, totalling 10,995,406 tons, during the preceding year; and the total tonnage entered and cleared—summed up 29,737,078 tons, or 115,000 more than in 1894. Of the coast trade tonnage inward, 8,127,097 tons were under foreign flag, the balance being Chinese. Freight was abundant and profitable, the cargoes of rice from the Yangtze on Government and commercial account demanding sea transport for over 14,000,000 piculs, or, say, 875,000 tons dead weight. Nearly all the coasting lines increased their fleet by several steamers.

TREASURY.

The recorded movements of gold and silver bullion between China and foreign countries were a net export of gold of Hk. Tls. 6,624,000 (£1,083,000), or about half the value of shipments in 1894, and a net import of silver of Hk. Tls. 16,685,000, which is more by, say, Hk. Tls. 10,400,000 than in the year before.

Values.—The estimated value of the foreign imports and the export trade, exclusive of bullion, is calculated in the same way as in the report for 1890:—

Net imports, market value	Hk. Tls. 171,596,715
Deduct import duty	4,400,300
Deduct opium duty	5,643,200
.....	10,744,500

Imports, less duty, etc.	161,553,215
Deduct 7 per cent for charges, etc.	11,308,725
Imports, value at moment of landing 150,244,490	

Exports to foreign countries, market value	143,303,311
Add duty, estimated at	5,040,085
Add 8 per cent on market value for charges, etc.	11,453,457

Exports, value at moment of ship-ment	160,696,753
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H. KOPPEL, Statistical Secretary.

Shanghai, 24th March, 1896.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, March 31st.

Mr. G. H. Potts reports as follows in his Share List issued at 5 p.m. to-day:—

The last week has been a very lively one with a steady demand all round. The certainty that the new loan to be put on the market in London on the 31st instant at 98 will go off like wild fire and be applied for many times over, and the vague talk of a new railway loan to be floated by the Hongkong and Shanghai Bank has put that stock into good demand; the improvement being reflected in National which have advanced in sympathy. Fire Insurance stock has jumped again with the decision of the Local Companies to further increase their tariff rates in conjunction with the Home Offices. Overseas Freehold Mines, Limited, has been added to my list of stocks under the heading of "Mining." The Rand Australian Gold Mining Company, has declared a dividend of 6d. per share payable on the 18th May next.

BAKERS.—A large business has been done in Hongkong and Shanghai Bakers' shares at rates between 187 and 191 per cent. premium, the market closing quiet at 190 per cent. premium. On time a good many transactions have taken place—principally for the June settlement at 194, 195, and 196 per cent. premium. The London quotation is 241 1/2. Nationals have continued in demand and sales at 331 and 332 have been effected, the market closing firm with buyers at 331. Founders are wanted at 1115 but none appear to be obtainable.

MARINE INSURANCES.—Unions are steady at 210. China Traders continue on offer at 77 1/2. Yangtze have improved considerably and in the North sales are reported at 1147. Straits have been placed at 326 and are off ring at the rate.

FIRE INSURANCES.—Hongkong Fire have advanced to 340 with only a few sales to report at intermediate rates. China Fire have also been placed at 304, 305 and 306 and are still in demand. "The cause for the sudden enquiry is owing to the fact that the Insurance Office representatives are agreeing to a general increase in rates for Fire Insurance.

SHIPPING.—Hongkong, Canton and Macao Steamships have improved still further and sales have been made at 1114 and 1115, and now that the opening of the West River is almost an accomplished fact, a further advance is probable. Indo-China remains quiet at 357. China and Malacca have been sold at 365 1/2 and 366 1/2 respectively. The 30th instant Double Steamships are unchanged at 357.

RY. LINES.—China Sugar has been weakened slightly and sales at 1147 and 1148 have been effected. Lurons are quoted at 1160 on the dividend of 1/2 per share, but at the rate there are more buyers than sellers, and as the prospects of the Company, according to the Chairman's speech, appear so much brighter, a steady rise may be looked for.

MINING.—Panjoms have continued on the boom and sales at rates between 35 and 38 have been made. This is owing to the receipt of a wire from the Mining states that the probable output for this month will be 600 ounces of gold. The Preference shares have been sold at 32.10. New Balmoral after being a drug in the market at 1150 and 1160 have been sold at 1151 and 1152, and sales at as high as 1153 are reported. The rise is presumably owing to the receipt of a telegram from London stating that the prospects of selling the Company to a London syndicate are progressing favourably. Jalsun has been placed at 1160 and 1161 and are still in demand. The declaration of a dividend of 6d. per share has excited Rambu to advances to 351 and 352; at both of which rates sales have been effected. Overseas Freehold Mines are also in demand at 1115, but holders refuse to part unless at a considerable advance.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have again improved and sales taken place at 170, 171, 172, 173, and 174. At 175 per cent. premium the market closed with buyers at 175 per cent. premium. Kowloon Wharf shares have changed hands at 47 and 47 1/2 and are firm at the latter rate.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment shares have been fixed at 373 and 374. Kowloon Lands have found buyers at 318. West Point have been taken off the market at 1151. Hongkong Hotels have been fixed at 244. Humphreys Estate have been sold at 391 and are offering at the rate.

GREEN ISLANDS.—Green Islands are weak at 161 with no buyers to report. H. G. Brown are engaged for 1/2d. but holders are asking 1/4d. A. S. Watsons have been placed at a considerable extent at 115. Hongkong Electric have been sold at 37.10. Ropes have changed hands at 1150. Fawcetts have raised very firm and have recovered their dividend sales at 323, 324, 325 and 326 having been effected. Dairy Farms are engaged for 43.

SEASONAL FAIRNESS MARKET.

Messrs. Woodcock & Co. in their Freight Market Report dated Shanghai 27th March, write:—

"Our freight market has been extremely dull and uninteresting, and considering that the weather is so open again for steamers, trading

is surprising to note how little cargo is offering for shipment to London and New York, practically nothing in fact, and the only occurrence of importance to shippers during the past few days has been the appearance of opposition to the Conference for both directions. For New York an opposing steamer has called in and cleared, and considering the petty amount of cargo offering for shipment, it is not to be wondered at that she received no support. For London the new Nippon Yusen Kaisha line threatens serious opposition, but with transhipment in Hongkong and another month of the current Conference year still to run, it is improbable that she will seriously affect Conference steamers' interests just for the present, though it is seemingly that a lower scale of rates will exist during the coming season. For London via Suez.—A regular line of service continues to be maintained by the Conference Lines, but there is very little freight offering and departing steamers have little to boast of in the quantity of cargo carried by them. For near London we have—Nippon to sail 28th inst.; Formosa to sail 15th prox.; Dardanelus to sail 5th prox.; Turko to sail 15th prox., via Havre. For New York via Suez.—The Glenartney, on arrival from Japan on the 13th inst. commenced loading, and has occupied the berth since then, expecting to leave here next week. Cargo is exceptionally scarce and prospects of any material improvement during the next few weeks seem somewhat remote. The next to follow her in the order named, The Queen Olga called on the 12th, and cleared on the 14th, receiving little or no support from this. For New York via Cape.—The T. F. Oakes is practically ready to load, but prospects of her receiving much cargo from here are poor, and the rate asked, viz. 23/3, does not seem to be any inducement to shippers low as it may appear. There is no demand for further chartering, though a convenient vessel is now here open for employment. For New York via Pacific.—This is hardly any sign of life in this direction, the next sailings being—Empress of China 11th April; Tacoma 16th April; City of Peking 20th April from Yokohama per Koba Maru leaving here to-morrow. Departure.—For London via Suez.—Tantalus via Amoy 14th inst.; Bombay 17th inst. For New York via Suez.—Ghana via Amoy 14th inst.; Queen Olga via Amoy 14th inst. Home-ward sales.—London by Conference Lines, general cargo 402. W. silk 452. tea 502. Northern Cont. Ports, by Conference Lines, general cargo 422. 6d. Philadelphia by Conference Lines, general cargo 502. London by Shell Line general cargo 402. less 20 per cent; Hamburg by Shell Line general cargo 452; New York by Shell Line general cargo 502. less 10 per cent. Havre (direct) general cargo 372. 6d. net; Genoa 350. 3/4 net; general cargo 402. net; Marseilles 350. 3/4 net; general cargo 372. 6d. 1/2; 452. per ton of 20 cwt. for these latter ports; New York by sail 322; New York by Pacific Lines, little doing; Coast Rates are—Mojito to Shanghai \$1.10 per ton coal; Nagasaki to Shanghai \$1.00 per ton coal. The Benjamin Swail, American ship, 1,562 tons register, and Woolahara, British barque, 942 tons register, are disengaged.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Tacoma (Tacoma) and prox. English (Felix) 3rd prox.

Australian (Mannu) 5th prox.

American (China) 7th prox.

German (Gotha) 8th prox.

American (Bligh) 15th prox.

THE P. & O. S. N. Co.'s steamer Palawan, from China, arrived at London on the 28th inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamship Glenartney, from Amoy, London and the Straits, left Singapore for this port yesterday evening.

SHIPPING RETURNS.

From 8 p.m. yesterday to 8 p.m. to-day.

ARRIVALS.

Arrival from Saigon. |

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Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. O'Brien, will be despatched for the above Ports on THURSDAY, the 2nd April, at 4 P.M.

For Freight or Passage, apply to
DAVID SARSOON, SONS & Co.,
Agents.
Hongkong, 28th March, 1896. [580]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched on THURSDAY, the 2nd April, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th March, 1896. [575]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"
Captain Archibald, will be despatched as above on THURSDAY, the 2nd April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th March, 1896. [478]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"KWEIYANG,"
Captain Dawson, will be despatched on THURSDAY, the 2nd April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th March, 1896. [559]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND JAVA.

THE Steamship

"SI'ANTUNG,"
Captain Fremont, will be despatched on SATURDAY, the 4th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th March, 1896. [571]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHINGTU,"
Captain Inner, will be despatched on MONDAY, the 6th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd March, 1896. [552]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"BRAEMAR,"
Captain Porter, will be despatched as above on MONDAY, the 6th April.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 30th March, 1896. [586]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Company's Steamship

(Calling at Port Darwin and Queensland Ports and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

"OCAMPO,"

Captain Hawkins, will be despatched for the above Ports on SATURDAY, the 15th April.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th March, 1896. [581]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"
Captain Gregory, will be despatched as above on MONDAY, the 13th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th March, 1896. [553]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

THE Company's Steamship

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)

"DOROTHEA RICKMERS,"

Captain Pape, will be despatched as above on FRIDAY, the 17th April.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 23rd March, 1896. [461]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alteration.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.
FROM HONGKONG.
S.S. Cassius To JAVA April.
S.S. Federation To JAVA May.
S.S. Germania To JAVA June.
S.S. Federation To JAPAN April.
S.S. Germania To JAPAN May.
S.S. Cassius To JAPAN June.
General Agents for China & Japan, LAUTS, WEGENER & Co.,
Hongkong, 30th March, 1896. [591]

Intimations.

"ANGEL" BRAND. SWISS (CONDENSED) MILK.

Which, through its RICHNESS in CREAM and UNIFORMITY of QUALITY, has obtained the Largest Sale in Great Britain. It can be used for all purposes of FRESH MILK.

82.25 Dozen.

WATKINS & CO.,

SOLE CONSIGNEES,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 22nd March, 1896.

\$1,000 ONE THOUSAND DOLLARS \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT

BY SUBSCRIBING

TO "THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY

THE SUM OF

\$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighborhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premium thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. V. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

* This premium is paid quarterly in advance by the Proprietors of The Hongkong Telegraph.

Hongkong, 1st January, 1896.

J. V. V. VERNON,

AGENT.

[50]

PHARMACEUTIC PRODUCTS OF THE FARMWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST MAIN.

DR. KNORR'S LION BRAND

"ANTIPIRYNE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect is stimulating the closing up of Wounds as described as amazing.

DR. OVERLACH'S

"MIGRAININE,"

(ANTIPIRYNE-CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

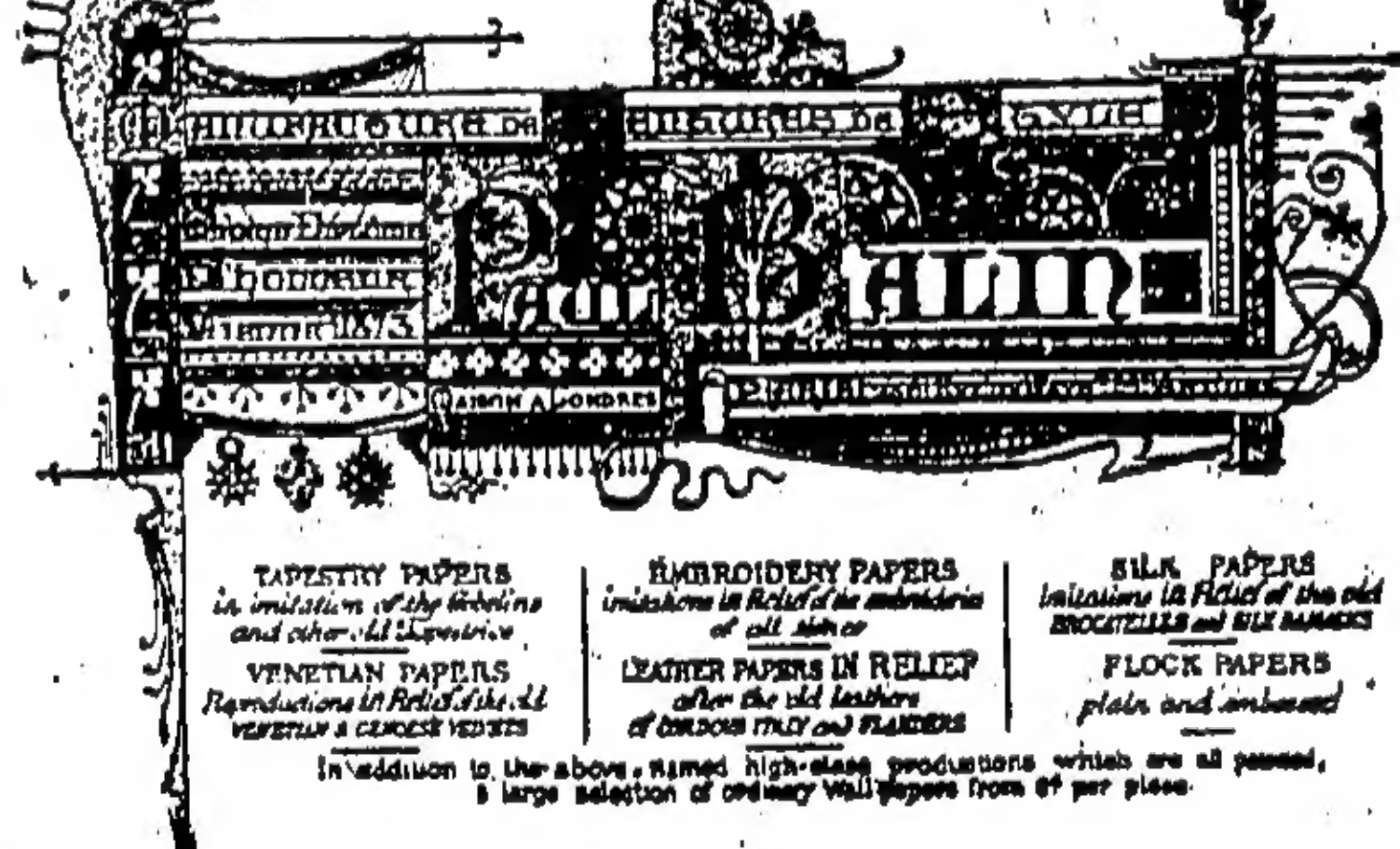
To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[84]



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON.

THE Company's Steamship

"TURBO,"

Captain J. Mores, will be despatched as above on FRIDAY, the 10th April.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.
Hongkong, 23rd March, 1896. [547]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Allmore Wednesday 17th April.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE,"

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th April.

Consular Invoices of Goods for United States

Points should be in QUADRUPLES; and one

Copy must be sent forward by the Steamer to the

care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN & Co.,

Agents.
Hongkong, 27th March, 1896. [565]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"BRODICK CASTLE,"

Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.
Hongkong, 5th December, 1895. [562]

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.
Hongkong, 18th February, 1896. [556]

FOR SAN FRANCISCO.

THE American Barque

"COLOMA,"

Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.
Hongkong, 3rd March, 1896. [545]

FOR NEW YORK.

THE 100 A. L. American Ship

"T. F. OAKES,"

E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

Agents.
Hongkong, 27th February, 1896. [543]

FOR NEW YORK.

THE 1/3 L.L. American Ship

"TAM OSHANTER,"

Per body, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

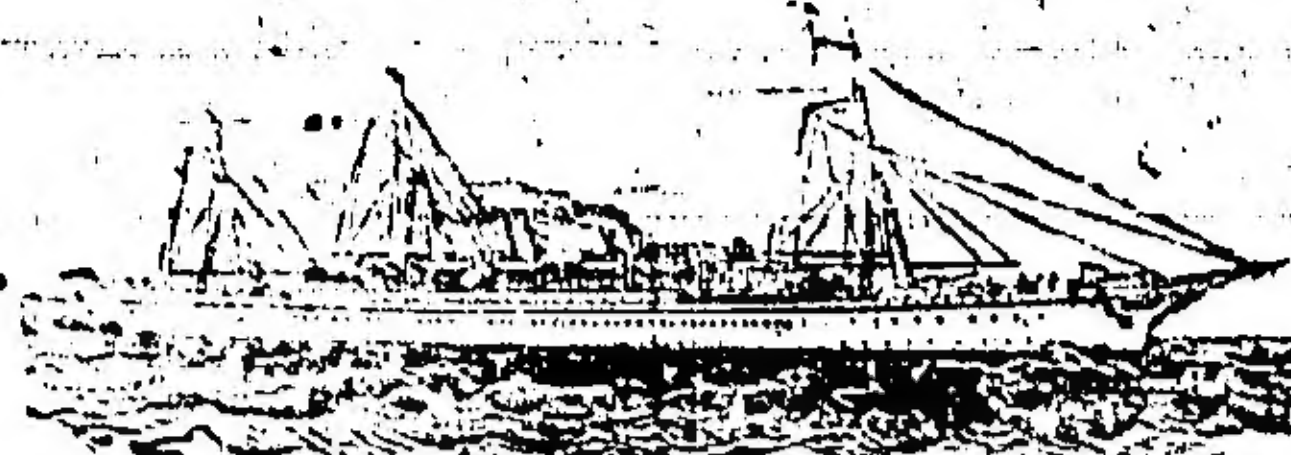
CARLOWITZ & Co.,

Agents.
Hongkong, 16th March, 1896. [551]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th April.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 20th April.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 30th May.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Fidlers' Street.

[3]

Hongkong, 18th March, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 8th April, at Noon.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 25th April, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 13th May, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 8th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st March, 1896. [5]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 28th March, 1896. [9]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 1st April, at 4 P.M.

Columbia (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 16th April, at Noon.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) Sunday, 3rd May, at Daylight.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 1st April, 1896, at 4 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th March, 1896. [5]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S PATENT MOTOR LAUNCHES.